

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

SAT 7 OCT 1893

Date of writing Report 6th Oct 1893 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book 1535 Survey held at Glasgow Date, First Survey 28th Sept Last Survey 30th Sept 1893

~~on the Machinery of the Wood, Iron or Steel~~ S.S. Gulf of Suez Master Wm Gray & Co

Tonnage Gross 1535 Vessel built at H. Martlepool By whom Wm Gray & Co When 1880.5

Registered Horse Power 190 Engines made at Stockton When '80 Boilers, when made (Main) 87 (Donkey) -

No. of Main Boilers 2 Owners Greenock S. S. Co. Ltd. Port Greenock Voyage to America

Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Queens Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

in Donkey Boiler 80 lbs (State name of Dock.)

Last Survey No. 2981 Port W Comp - 3

Particulars of Examination and Repairs (if any) SS No 3.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER: * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>S.S. No 2</u>		<u>1-L.M.C</u>
<u>Stockton 87</u>		<u>3-87.</u>
<u>+100A1</u>		<u>1-N.B.</u>
<u>2.92.</u>		<u>3-87.</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Do.

Do. " Donkey " " " " "

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

Did the Surveyor examine the Safety Valves of the Main Boiler? -

At what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

To what pressure were they afterwards adjusted? -

If the Survey is not complete state what arrangements have been made for its completion? -

Machinery opened up for survey and the following parts were examined: cylinders, pistons, valves, rods, cranks and tunnel shafting also air, circulating, feed and bilge pumps. - All these parts were found in good order. -

General Observations, Opinion, and Recommendation: - The above examination completes the survey of machinery. The vessel is now in my opinion eligible to the notation of: 1-L.M.C^{4.93} being the date when the boilers were examined. -

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 9.92, B.M.S. 9.92 or L.M.C. 9.92, as the case may be.)

	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				6/10/93
Survey Fee (per Section 28)	4	10	0	
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				

Received by me, 13.10.93

John Sanderson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required -

Committee's Minute TUES. 10 OCT 1893

Assigned 100A1 2.93. L.S. N. 3. 8 A + L.M.C 4.93. subject.

Comp 113

18-LRPH-Form No. 9-Transfer Ink-10,000, 20/1/93. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

12490 gds

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this vessel is eligible for THE RABBIT

N. G. 2193 subject to the above conditions. The vessel is a 200 ton steam tug, built in 1880, and is now in the hands of the Admiralty. It is a very good vessel and is well fitted for service. It is a very good vessel and is well fitted for service.

970-93

more found in good order. The hull, keel, and bottom were found in good order. The hull, keel, and bottom were found in good order. The hull, keel, and bottom were found in good order.

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